

ESTABLISHED 1832.

NEWARK, N. J., WEDNESDAY, APRIL 17, 1912.

UNSETTLED TONIGHT AND THURSDAY.

TRIES TO DIE IN CEMETERY

Attempts to Shoot Self
on Anniversary of
Child's Death.

PREVENTED AS SHE PUTS
WEAPON TO HER HEAD

Crazed Woman Seeks Death in
Same Manner as Her Hus-
band Did.

Crazed on the anniversary of the death of her 3-year-old son, who has been dead three years, and reminded continually that her husband had committed suicide, Mrs. Elizabeth H. Gould, 29 years old, of 112 West 149th street, New York, attempted to end her life in the same manner as did her husband by using a revolver at her child's grave, in Mount Pleasant Cemetery, today. She was prevented by the intervention of Charles Burton, superintendent of the cemetery, and Joseph F. McDonough, of 376 Belleville avenue.

The young woman had purchased a quantity of flowers at the McDonough establishment, and in a few remarks made at the florist's said that she was tired of living. Mr. McDonough became suspicious, and when she left telephoned the superintendent of the cemetery.

Together they followed Mrs. Gould and saw her kneel at the grave of her son Edward. They saw her draw a revolver from her purse and place two notes on the grave. The two men, who were still at a distance, rushed to her side. The revolver was wrested from her as she was placing it to her head, but she begged them to allow her to end her troubles. The police were notified and Mrs. Gould was taken to the Second precinct police station.

The notes, which were carefully pinned to the grave, read as follows: "Dear father, I'm going to do just as Edward did, but am going to little Edward's grave to do it. Please bury me beside him. Please, daddy, do this for me. Your wayward daughter, "BESSIE."

The other note was:

"I am Mrs. E. W. Gould. Please send word to my mother, Mrs. K. E. Trippe, 548 Sanford avenue, Vallsburg."

Both notes were written by a nervous hand. Some of the words could scarcely be distinguished. Mrs. Trippe was communicated with and admitted that the woman was her daughter. She said that the young woman had been estranged from the family since her marriage. She would not discuss the suicide of her daughter's husband.

When a reporter called at the house and told the woman of her daughter's act, her first question was: "In what manner did she attempt suicide? Has she been drinking whiskey?" The daughter was not a visitor at the home. There are two sons, in business in New York.

Mrs. Gould, it is said, has been in an institution on several occasions for periods of six months at a time for waywardness.

FOUR KILLED BY TEMPEST

NEW ORLEANS, April 17.—Four men were killed and a large amount of property was damaged in several south Louisiana towns during the night by electric, rain and wind storms.

A wind storm of cyclonic intensity swept through the town of Ponchartraine, north of New Orleans. A church, a public hall, a mill and several residences were wrecked. Half-tones that accompanied the wind pelted out nearly every pane of window glass in the town. Trees were prostrated. As they fell several persons were hurt. The strawberry crop is said to have suffered.

When the wind passed over the town of Goodbee several houses were blown down.

In the country about Plaquemine, west of New Orleans, the wind was accompanied by a cloudburst.

McMahon Jury Again Disagrees

(Special to the Newark Star.)

JERSEY CITY, April 17.—After being out all night, the jury in the case of Register John McMahon and John Daily, a process-server in the office of Sheriff Wedin, who were tried for conspiracy, brought in a disagreement today.

The two men were indicted in connection with the purchase of a school site in North Bergen when McMahon was the township treasurer.

This is the second time a jury has disagreed in the McMahon case.

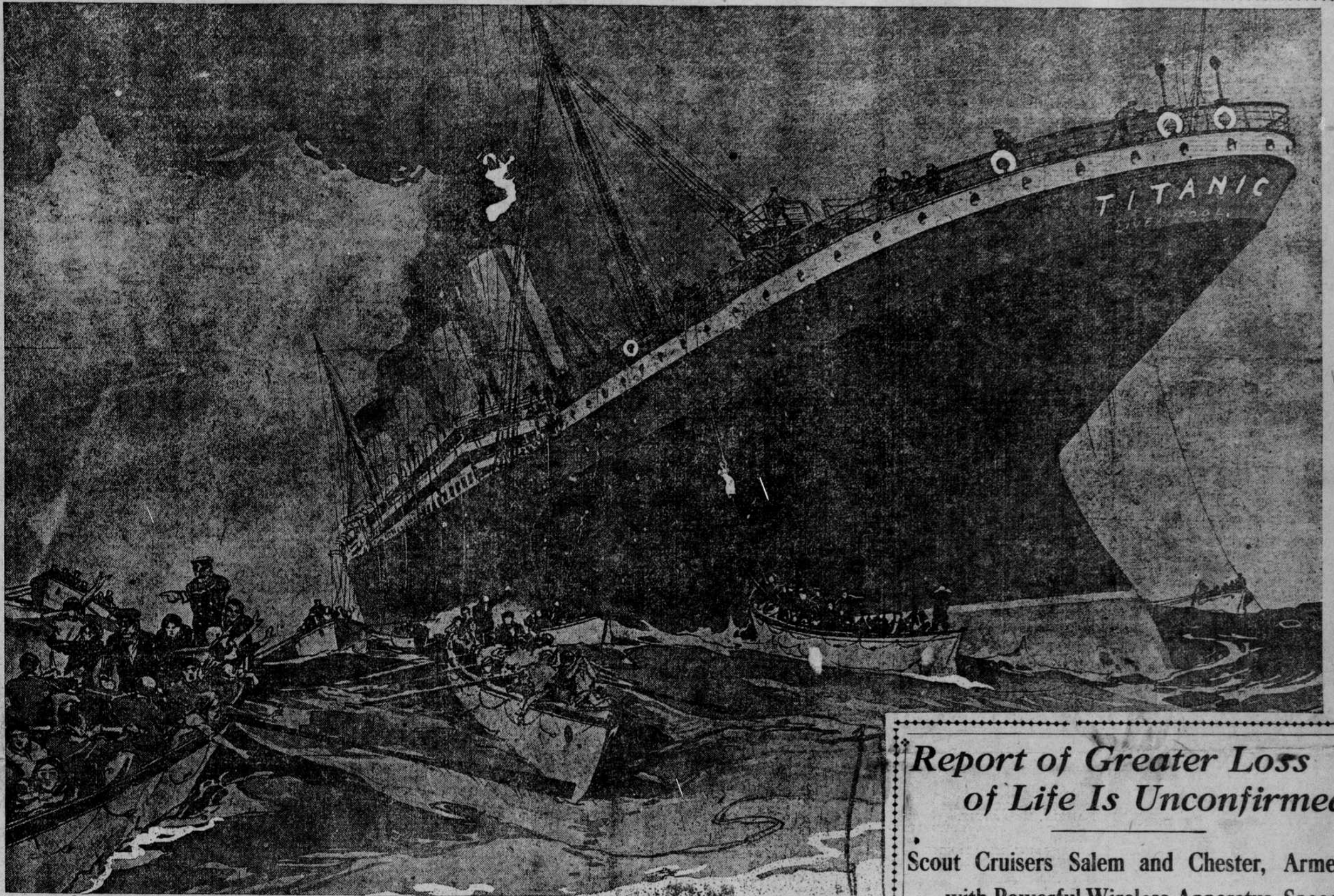
The jury stood 11 to 1 for acquittal. It was said another trial will be asked for.

JUDGE OSBORNE, BETTER, RESUMES SEAT ON BENCH.

County Judge Harry V. Osborne today took his place on the bench after being absent just two weeks. During that time Judge Osborne underwent an operation for appendicitis and came out of it safely. He looked a trifle thin as he went on the bench today, but remarked that he felt as well as ever, and proceeded to demonstrate that by disposing in rapid order of a dozen or more cases of Orphan Court matters that had been held up during his illness.

WASHINGTON AROUSED TO ORDER RIGID INVESTIGATION OF TITANIC TRAGEDY

Sketch of Titanic After Crash, Showing Work of Loading Passengers Into Lifeboats



Report of Greater Loss of Life Is Unconfirmed

Scout Cruisers Salem and Chester, Armed with Powerful Wireless Apparatus, Speeding Towards Cunarder and Expect to Get Into Communication Soon.

WASHINGTON, April 17.—The scout cruiser Chester won a thrilling race over her sister ship, the Salem, up the New England coast today and established communication with the steamer Carpathia, which has on board the survivors from the steamship Titanic. The names of all the first and second-class passengers who had been aboard the Titanic have been sent to shore by the Carpathia, and the lists as transmitted are complete and accurate, the message reads.

The Carpathia states that the list of first and second-class passengers and crew has been sent to shore. The cruiser will relay the list of the third-class passengers when convenient to the Carpathia.

BULLETIN:

WASHINGTON, April 17.—Survivors of the Titanic disaster will be summoned to Washington to tell committees of Congress the facts concerning the inability of the steamship officials to save the lives of all the passengers on the giant liner.

WASHINGTON, April 17.—A resolution will be introduced in the Senate probably today to direct the commerce committee or a sub-committee to make a thorough probe of the Titanic tragedy and to empower the committee to summon witnesses and take any necessary steps.

WASHINGTON, April 17.—As a complement to the congressional investigation, the scope of which has not yet been fully determined, Secretary Nagel of the department of commerce and labor, will take up at once with President Taft the entire subject of safeguarding ocean travel by more stringent American shipping regulations.

The disaster has aroused Congress, President Taft and the cabinet to the urgent need for immediate measures of safety for oceanic travel. It is believed that laws will be prepared at once in Congress, based on the advice of officials of the department of commerce and labor and American shipping experts that will insure safety of passengers and crew in cases like the present, where ample time existed for their removal in lifeboats.

BULLETIN:

BOSTON, April 17.—The Leyland liner California has recovered many bodies of those drowned on the Titanic, and is taking them to Boston. The bodies were found floating amid the floe-ice. Most of them were encased in lifebelts, while a few were lashed to wreckage, probably torn from the vessel before she sank. Some were battered almost beyond recognition by the ice or because of the suction when the Titanic took its final plunge.

BULLETIN:

BOSTON, April 17.—The Chester now reports that she will

Newark Girl Tells of Crash

With a graphic story of her fright when the Niagara crashed into an iceberg in almost the same spot where the Titanic went down, 11-year-old Anna Miller, daughter of a Newark contractor, told today how she had sat up and prayed during the night while the hole in the liner was patched and it resumed its halting course.

"We were at dinner when the ship hit the iceberg," she said. "We were all terribly frightened. I sat up and prayed all the rest of the night. I was so afraid we would hit again and sink."

NEW YORK, April 17.—Thrilling stories of the collision of the steamship Niagara with an iceberg were told today by Captain M. Juham and the passengers.

The force of the collision with the mighty mass of ice rocked the vessel from stem to stern and caused a panic in the steerage. While an examination was being made to determine the extent of the injuries the "E. O. S." signal—the wireless call for help—was flashed into the night and was picked up by the Carmania. When it was learned that the damage was not serious and could be repaired by the ship's carpenter, the signal "O. K." was flashed.

The holes in the hull were small in circumference, but were about four feet deep. One was just above the water line and the other, below, permitted a quantity of water to pour in. With considerable difficulty they were patched up and the Niagara made her way to port unassisted.

"I had a hard fight to bring my ship in safely," Captain Juham told a reporter. "I never saw the ice so bad or so far south. We encountered bergs at 42 degrees."

"We left Havre April 5, and until last Wednesday had no trouble. In the afternoon we ran into a field of ice, and I slowed down to half speed. A gale sprang up and the sea became rough."

"So long as it remained light we were all right, but when darkness came on I realized the peril. Suddenly we ploughed head-on into a berg only the top of which showed above the water. Our boat was rocked violently, and, wishing to have assistance at hand in case of any serious damage, I directed the wireless operator to send out the 'S. O. S.' call for help."

"Upon investigation we found that the ship's carpenter would be able to repair the damage, and ordered the operator to send out the word 'O. K.'"

Bar Reporters from Incoming Carpathia

WASHINGTON, April 17.

AFTER a conference with President Taft it was announced today by Secretary of the Treasury MacVeagh that no revenue cutters would be ordered to meet the Carpathia, unless new conditions should arise. The two scout cruisers already ordered to meet the Carpathia are much faster boats than the revenue cutters.

Secretary MacVeagh also said that the treasury department had been informed by officials of the Cunard Company, which owns the Carpathia, that no newspaper men would be permitted to board the Carpathia. The President and Mr. MacVeagh both believed, it was said, that the rescued from the Titanic, hysterical as most of them undoubtedly would be, should be undisturbed at least until they reached land.

Stengels Safe, Message Received by Wireless

C. E. HENRY STENGEL, the Newark leather manufacturer, who, with his wife, was saved from the Titanic, sent a wireless message to his son Ivan today. It was one of the first direct messages from a survivor of the liner.

In the brief message he said that both he and Mrs. Stengel were safe. The names of Mr. and Mrs. Stengel, however, had already been listed among the survivors.

The wireless was transmitted via Halifax by the steamship Carpathia.

"Both on Carpathia. Have two automobiles to meet Carpathia. Have some survivors with us."

"HENRY STENGEL."

The two last sentences are, in one respect, peculiar. They may mean that the extra automobile is for some particular survivors Mr. Stengel intends to bring to Newark with him. Or, if the last sentence is merely the statement that there are some survivors on the Carpathia, the second automobile may be necessary because either Mr. or Mrs. Stengel are injured and may require a stretcher.

Getting in Touch with Carpathia

BOSTON, April 17.—Various radio-grams received here today showed that several vessels are within wireless range, either directly or by one relay, with the steamer Carpathia. The outward-bound Boston steamer Franconia was in communication with the Carpathia at 9 a. m.

Jersey Kindred Are Prostrated

On the rack of suspense for their loved ones, the relatives of the eight New Jersey passengers on the Titanic, whose fate is still unknown, are giving way to their sorrow today.

Miss Frances Shepherd, a trained nurse of this city, whose brother was assistant third engineer on the vessel, has broken down under the strain at the Elizabeth home, where she is staying. She is confined to her bed.

Mrs. W. Anderson Walker, of 72 East Park street, East Orange, the wife of a prominent New York garment manufacturer, and the worshipful master of Hope Lodge 124, F. and A. M., is also suffering from the suspense she has been subjected to over the uncertainty as to her husband.

The New Jersey men who have not yet been reported as among the survivors on board the Carpathia are: JONATHAN SHEPHERD, of Newark, assistant third engineer on the Titanic.

JOHN S. MARCH, of 59 Emmett street, Newark, superintendent of mails on the Titanic.

AUGUSTUS SMITH, 22 years old, of 59 Halsey street.

W. ANDERSON WALKER, of 72 East Park street, East Orange, garment manufacturer and worshipful master of Hope Lodge 124, F. and A. M.

COLONEL WASHINGTON A. ROEBLING, 2d, of Trenton, of the famous New Jersey engineering family.

STEPHEN BLACKWELL, of Trenton, traveling companion of Colonel Roebling.

FRANK STANLEY, of Trenton, Colonel Roebling's chauffeur.

ARTHUR KEEFE, of East Rahway. Three of the New Jersey passengers are reported safe. They are:

C. E. HENRY STENGEL, of 1075 Broad street, Newark, leather manufacturer.

MRS. C. E. HENRY STENGEL, his wife.

HENRY BLANK, of 138 Ridgewood avenue, Glen Ridge, a manufacturing jeweler.

It was reported yesterday that a "Miss G. M. Burns" was on the Carpathia. She was supposed to be Miss Elizabeth M. Byrne, a trained nurse, of Newark.

Miss Byrne was in the employ of Frederick O. Spedden, when he lived in Morristown, and she went with the family to Tuxedo Park.

In her charge on the Titanic was 7-year-old Master Spedden. The boy is not reported among the survivors, although his father and mother are. This may mean that in the traffic interval after the Titanic struck he was either

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